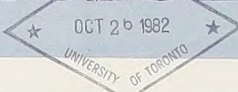


Participation

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Dear Participant

It has taken a bit longer to produce this edition of PARTICIPATION than was first planned. Since the new year we have been especially busy with several very important park projects which accounts for the delay.

As usual the public has been very responsive during our programs. We hope this keeps you informed and allows us to gather your input. With the initiation of the Four Mountain Park Program, and the ski area proposals for Lake Louise and Marmot we have met with nearly 2000 people and have received over a thousand pieces of mail, in the form of letters, briefs and response forms. The public program is working.

I would again like to thank all those who have participated and to encourage you to continue working with our staff.

Sincerely yours

W. C. Turnbull
Director
Western Region
Parks Canada

Four Mountain Parks Management Plan

The planning program for the Four Mountain Parks of Banff, Jasper, Kootenay and Yoho is well underway. This past spring (March & April '82) saw the planning team travelling to ten centres around Alberta and British Columbia for the initial phase of public consultation. Well over 500 people attended these meetings. Currently, we are reviewing and categorizing the comments received from you and others.

This first phase of our public consultation program had four main objectives. First, to introduce the planning program to everyone. This was particularly important, we felt, for a project of the size and diversity of the mountain parks planning program. Second, Parks Canada's ideas on the public consultation program and the public's role - your role - in the program were presented for discussion and review. Unlike past projects, which often had a single or central issue (such as ski area development), the mountain parks' project covers several major issues simultaneously, which must eventually be integrated into management plans for the parks. The time necessary to do this is not going to be short, with another 2 years to go until mid 1984 to complete the program. Keeping your interest and involvement over this time is important for the project's success.

Third, people were asked to review and comment on the parks' "purpose and objectives statement" contained in our introduction booklet. Did this statement describe the kind of parks you see now and for the future? Lastly, we asked people to identify for us those planning issues and topic that they felt must be addressed. What problems need to be solved?

A large number of issues and concerns were raised during these meetings and by people writing to us. Some of the more frequently mentioned concerns dealt with such topics as:

- Resource protection
- Recreational Opportunities and Activities
- Transportation and Access to and through the Parks
- Regional Integration with Provinces
- Tourism in the National Parks
- Education and Information
- Backcountry use and management
- The Role of Townsites in the Planning program
- Visitor Services and Facilities

All of your concerns and comments will be compiled in an "Input Chart" booklet. This document will illustrate the suggestions received from the public up to May 1, 1982 (the deadline for response on this introductory stage) and Parks Canada's initial response to them. This booklet will be available to the public by midsummer.

Public input from yourself and others forms an important portion of the information needed to prepare management plans.

At the next stage (Jan. - Feb. 83), Parks Canada will be asking for your participation in reviewing information on the various issues identified for study. As well you will be asked to suggest ideas or possible solutions for these various issues. We want your participation - whether it is through meetings with us or through written feedback to us. The ideas generated will be used by the planning teams to prepare plan alternatives for your consideration later on.

There will be information coming out to you sometime this fall to explain more about the next stage of the program and to keep you updated on our progress. By now, you should have received the Four Mountain Parks "Information Flyer". The Public Input Charts from the first set of meetings will be the next major piece of information you will receive with regard to the Four Mountain Parks program.

If you are not on the mailing list for this program and you are interested contact us.

Mt. Norquay Ski Areas

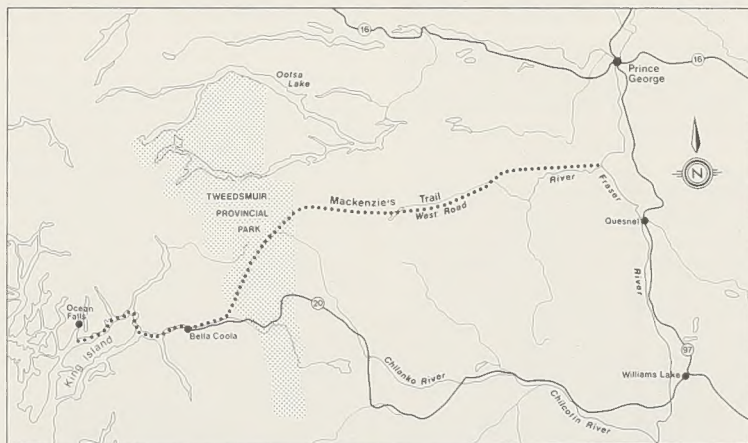
The completion of long range plans for all four ski areas in the mountain national parks is one of the prime objectives of Parks Canada. The Sunshine plan has been completed. Presently, we are well advanced in the Lake Louise and Marmot plans. These should be completed by the end of 1982.

Preparation of the development proposals for Mt. Norquay is now under way. Public consultation will again constitute a major element in the final decision that will be made. Mr. Turnbull, Director, Western Region, Parks Canada has indicated in a letter to staff and the proponent that the long range plan must be acceptable to both parties and that it must also be able to withstand substantial public scrutiny within the context of established Parks Canada policies.

The exact timing of the public program is yet unknown. We expect that it will occur sometime late in 1982. The time of course will depend on how soon Parks Canada receives a plan proposal from the proponent, that is acceptable within the general framework of policies.

Volume No. 3 of Participation should be published in sufficient time to allow the public to prepare for meetings that will consider a proposal. Should this not be the case, we will be forwarding a flyer providing the information. (Be sure you return the mailbox form provided in this edition.)

MacKenzie-Grease Trail Development



Work toward the development proposal of the Alexander MacKenzie trail to the west coast has been under way for over two years. This historic trail was used by the natives of the area as a trading route, particularly the trading of eulachan grease. The trail has a very high historical value both provincially and nationally, and as a consequence the agreement for development involves both the Province of B.C. and the Federal Government. The studies will be done through committees of representatives from the two levels of government. Because there is a strong native influence in the historic values and because the original trail crosses existing native lands, Indian representation is to be included on the committees. All this is spelled out in an agreement signed on May 28, 1982 by the involved governments.

Although only now will the trail be identified and preserved

for all time as a heritage resource, it has been a favorite hiking trail for many enthusiasts for many years. A trail guide has been produced for all those who venture into the area.

The program will be phased in over a 4 year period. The early stages will be focussing on the identification of the historical resources of the trail, determining the lands over which the trail will run, and identifying the socio-economic impacts.

As the information is collected the task of planning, implementation, and management will take place.

The committees established by the agreement are now being formed. Meetings will be occurring on a regular basis beginning in July of 1982.

There is a strong public involvement component built into this program. Public input, public consultation, and public

co-operation will be required, if the project is to succeed.

There are a number of people involved from both governments. Parks Canada's immediate contact is Mr. John Watts, #520, 220 - 4th Avenue S.E., Calgary, Alberta, T2P 3H8, Tel: (403) 231-4428.

The Nature Conservancy of Canada, British Columbia office has long been interested and active in the Alexander Mackenzie Route. Parks Canada have recently received PROGRESS REPORT #8 from the Conservancy, written by Mr. John Woodworth. We are including Mr. Woodworth's remarks in this newsletter because we believe his words best express the enthusiasm, and dedication that has preceded the signing of the development agreement and the co-operation, work and effort that is now required to make the Alexander Mackenzie Route a reality.

The Nature Conservancy of Canada

PROGRESS REPORT #8 JUNE 10, 1982

ALEXANDER MACKENZIE HISTORIC ROUTE QUESNEL TO BELLA COOLA

Eight years - a stack of letter files over a foot thick - a matching pile of Provincial and Federal studies - three years in which the Agreement for Recreation and Conservation was written, but unsigned by the two governments - finally the deed is done.

The enclosed press release "tells it like it is." It happened May 28, 1982, in Quesnel, on a glorious day, with a great turnout of residents and visitors. Longest driving award to be shared by Renee (Kopas) Morton and her mother from Bella Coola, Tommy and Mrs. Walker (founders of Tweedsmuir Lodge) from Smithers, Halle and Linda Flygare from Canmore, Ab., and Bob and Winnie Stewart from Nimpo Lake via Vernon.

It was a pleasure to see the day treated as the historic occasion it was - commemoration of the arduous cross-country exploration that assured us a Canada "sea to sea". Government speakers on the platform described - the lands crossed by the historic route (the Honourable Alex Fraser), the pre-historic origin of the trail as an Indian trade route (the Honourable James Chabot), the Federal - Provincial Agreement as an opportunity for us to work together for Canadian unity (Dr. James Schroeder, M.P., Parliamentary Secretary to the Honourable John Roberts), and the unrecognized dramas of early Canadian explorers (Senator Ray Perrault).

School classes were there, a Quesnel school band, the Native Indian dancers from Prince George, a black powder club with rifles and cannons, and a gentleman in historic costume representing Alexander Mackenzie. Band leaders from Nazko, Kluskuks and Ulgachto were present, lead by Chief Roger Jimmie from Kluskuks.

Perhaps this is a good time to state that this pleasurable conclusion of eight years persistence just marks the beginning of the Alexander Mackenzie Grease Trail as a real project. While it is true that several "inventory" studies have been done by both governments, and that some trail identification and brushing out has been done by the Flygares and local summer crews, the serious planning has yet to be done. Policies governing such matters as archaeological preservation, historic interpretation, final trail locations and trailhead facilities must evolve from a combination of local planning meetings, and from experience already available from other historic routes (e.g. the Bruce Trail in Ontario, the Lewis and Clark Trail in NW USA, the Chilkoot Trail in BC/Yukon, and the Milford Track, N.Z.).

Feelings have been expressed publicly by Chief Roger Jimmie representing the Bands, that they have not so far been involved in the planning. But nor has anyone else, other than civil service or study appointees. The government reports of the past eight years are essentially descriptions of the valuable historic and physical features along the route, basic material that is needed for the planning that is yet to come.

TRAIL GUIDE In The Steps of Alexander Mackenzie.

In the fall of 1980, the B.C. Cabinet announced that the Agreement would be signed "very soon". In the spring of 1981 the Agreement received Federal Government approval, and a date for a joint signing ceremony was discussed. In the meantime, a Trail Guide containing 28 foldout 1:50,000 detailed maps of the route and many of Mackenzie's comments from 1793, had been prepared by Halle Flygare and John Woodworth and was awaiting publication.

Draft copies were sent to interested agencies including the four Indian Bands for comment and revision. With the signing of the Agreement imminent, 2000 copies were printed in June 1981, through the sponsorship of the Nature Conservancy and with a support grant from the B.C. Heritage Trust. With distribution to bookstores through publishers Douglas and McIntyre of Vancouver, 2000 copies at \$11.95 each retail will come close to paying for mapping and printing costs (no royalties). To date about 1200 have gone out.

The trail maps are designed to be revised in the future as trail locations are adjusted to suit local conditions and more information is added. But for now we have a good indication of Mackenzie's route as he described it, and as it has been brushed out and flagged. (My secretary, her husband, and their 21 year old daughter hiked from Elguk Lake, km 144 going west, to Burnt Bridge Crossing at Highway 20, km 250, in 6½ days in August, 1981. They were relieved to see a Parks crew in Tweedsmuir Park cutting down alder that had regrown since Halle's 1978 work.) If you or your friends have a desire to go into the Tweedsmuir Park section, west of the Dean River, remember that it is still very primitive and suitable only for very experienced hikers. AND PLEASE TAKE THE TRAIL GUIDE (available in bookstores, or from this address with \$1 added postage).

This Progress Report should be the last from the undersigned and the Nature Conservancy. Presumably regular information bulletins will be forthcoming to interested parties once the Agreement mechanisms are under way.

To all who have helped over the past eight years - local residents, interested persons, government employees, the media, governments and ministers, Halle and Linda, my wife Nancy, the Nature Conservancy of Canada - many many thanks, and good wishes for the future.

JOHN WOODWORTH
Past Chairman,
The Nature Conservancy of Canada

Lake Louise Ski Area Proposal

A very active program to consider the Lake Louise Ski Area proposal has been completed. Parks Canada is in the process of printing and mailing out the public response charts. These charts will provide information on what you and others have said. It also allows Parks Canada to respond to comments and questions made by the public.

In a nutshell, here is the response we received. The public were mostly supportive of upgrading the ski facilities to provide a better skiing experience. Upgrading took the form of expanding the facilities within the designated area, as was proposed by the proponent. Some concern was expressed with regard to the interpretation and difference between "optimum development" and "maximum development". Although the area is designated for downhill ski activity this does not permit the area to be environmentally destroyed - environmental protection remains a very vital concern.

At the time the public program was conducted, a draft of the Initial Environmental Evaluation was available. The finalized document has now been completed. Copies are available for review at the Universities in Edmonton (U of A), Calgary, and Lethbridge. Copies may also be reviewed at Mr. Royal College (Calgary), the Central Public Libraries in Edmonton and Calgary, and the Administrative Offices for Parks Canada in Banff and Jasper.

The I.E.E. identifies the potential problems associated with the snow-making element of the proposal. It has been made clear throughout the public meetings and in the documents, that further investigations and studies must be done before approval for it will be considered. It is important to point out that although snowmaking is considered a major element in the proposal, the proponent indicates that it is not the element upon which the proposal hangs, many other good things can proceed without it.

A number of people introduced the idea of on-hill overnight accommodations. This is not new and was not proposed by the proponent. The policy is clear on this issue, no overnight accommodations will be considered at this time.

Transportation was also cited by many as being a major concern. Highway upgrading, twinning, and public transit were suggested as alternatives to improving the existing conditions. The input charts have responded to these suggestions, with separate responses.

We are very pleased to have received 197 written responses and an opportunity to discuss the proposal with over 500 people on a one-to-one basis.

The proposal has been forwarded to the Hon. John Roberts, Minister - Environment Canada. Accompanying the proposal was a complete copy of all public comments and suggestions. The minister's decisions will be forwarded as soon as they are received.

If you do not receive a copy of the information you are not on our mailing lists. You can correct this by providing us the information. (See the mail-back in this issue.)



Photo by Simon Hayle

Update - (Minister's Communique)

Calgary (June 24, 1982) — Environment Minister John Roberts today approved an expansion plan for the Lake Louise ski area in Banff National Park.

By signalling "go slow" but "go ahead" to the Skiing Louise Ltd. developers, the minister endorsed plans that will enlarge the facilities to handle 6,000 skiers a day. Current daily capacity is 4,500.

Mr. Roberts gave approval in principle to the construction of three new lifts, a new gondola loading terminal, improved parking and permission to upgrade or twin any existing lifts. Approval for two other lifts, a new parking lot at Fish Creek, ski slope developments on Richardson's Ridge and the installation of snow-making equipment remains conditional. The conditionally approved proposals will only be built if the management of the ski area can demonstrate that environmental impacts can be kept to acceptable levels.

"It may well be that additional research on these last items could resolve my difficulties, but our public consultation results echo the concerns of park planners about their environmental impact and operational feasibility."

The minister's "approval in principle" will allow the developers to proceed with detailed planning for a number of new projects, subject to the site-specific review and approval of Parks Canada's officials. It is also required that a program of staff housing be tabled and approved in principle by Parks Canada before any lift construction is undertaken.

Among the proposals approved in principle — high priority for the ski area operators, and possibly the best news for skiers — is the construction of a new chairlift on the northeast face of Whitemhorn Mountain. The lift would run from Pika Corner in the Eagle Valley to the top of Eagle Ridge. Eagle Valley is heavily used by skiers and only one lift now serves long lines of skiers waiting to return to the front slopes.

Increasing the capacity of the area will also require devising better methods of getting skiers from the day lodge at the base of the slopes to the upper slopes. Skiing Louise Ltd. was given the opportunity to exercise several options. Upgrading or paralleling of any of the existing lifts could increase their capacity. Construction of a new terminal by the Whiskeyjack Lodge could make the existing summer-use gondola usable as a ski lift. And a new lift could be built running parallel to the gondola.

Another priority covered by the minister's development consent is the construction of a new run that would help solve the long-standing problem of heavy and hazardous congestion by skiers of widely-differing abilities on the existing Wiwaxy run.

Also approved in principle are construction of a third lift running up the southwest slope of Whitemhorn Mountain from close to the Whitemhorn Lodge to the saddle leading to Eagle Valley, eastward expansion of the present parking lot, expansion of the Whiskeyjack Lodge, new ski patrol hut and maintenance facilities.

Optimizing Ski Area Use - Marmot

The Steering Committee for the Marmot Ski Area development proposal has completed its public presentation of their recommendations. A very good public response has been recorded, both through meetings held throughout the region and by mailed in comments. Although all elements of the proposal were discussed, a major concern of the public was with regard to the "Peak" lift. The Steering Committee's earlier response to this lift proposal was favourable, however, investigations since have identified the potential of major environmental impacts. Because of this, more research and investigation is required. The "Peak" lift proposal therefore had to be removed from the committee recommendations at this time.

The environmental concern here is with regard to wildlife range in the immediate ski area and the area adjacent to it. Parks Canada must err on the side of environmental protection whenever there is doubt. With the installation of the "Peak" lift a very valuable herd of animals could be lost. Investigation and research is continuing.

There were also other concerns discussed that were related to the "Peak" lift proposal. The backside of the mountain, outside the ski area boundary would be easily accessible to the skiing public. This area requires expert skiing ability in traversing the slopes. Safety becomes an additional problem. The question involves who would be responsible, Parks Canada or the ski hill operators in the case of an accident or injury of a skier skiing the backside.

Over 100 written submissions have been received. The comments received, along with comments recorded at public meeting are now being analyzed and summarized.

The Initial Environmental Evaluation has been drafted. Copies have been forwarded to the R.S.C.C. for evaluation and comment, prior to the completion of the final draft.

Many of the recommendations included in the proposal for optimizing the use of the area fall within acceptable limits established for the national parks.

Public input summaries will be compiled, published and mailed out to all those on our mailing lists, by the end of July. The final draft of the Initial Environmental Evaluation will be placed in convenient reference locations for those who may wish to review it.

The Steering Committee and Parks Canada wish to thank you for your continued interest and support.

New Public Use Area Proposed for Elk Island National Park

In 1947, 59 km² of the Cooking Lake Forest Reserve land south of highway 16, were added to Elk Island National Park. The area was doubled fenced and used as an isolation area for healthy animals to combat disease problems in the park's bison herds. In 1952, 75 healthy plains bison were relocated into the area from the other section of the park. These were replaced by 24 wood bison in 1965, which became the forebearers of the present wood bison herd found in the Wood Bison Area of the Park.

Because of the special use made of the former isolation area south of highway 16, public access has not been permitted. With the propagation and re-establishment of the wood bison to the stage where the subspecies is no longer considered to be endangered, Parks Canada now proposes to open the Wood Bison Area of the park for limited public use. This would include such activities as hiking, and cross-country skiing. Parking and picnic sites could also be provided on a very limited basis. Three development proposals have been prepared. These will be forwarded to the public in the near future. You will be asked to review them and return your comments. Meetings are proposed to be held in Lamont, Edmonton and Fort Saskatchewan to allow the interested public the opportunity to discuss the proposals personally with Parks Canada. Dates, places and details will be published as soon as these are determined. For further information contact Mr. Fred Bamber, Superintendent, Elk Island National Park, Site 4, R.R. #1, Fort Saskatchewan, Alberta. T8L 2N7 (403) 998-3781.

Sunshine Meadows - Summer Use Plan

The Sunshine summer use planning program began as a result of a directive from the Minister of Environment, that any summer use be consistent with the recommendations of a long-range plan. Parks Canada and Sunshine Village were identified as cooperating partners. The Parks Division of the Government of British Columbia was invited to participate on the planning team because lands under their jurisdiction could be affected by Sunshine Village's summer operation.

The Alternatives Stage

The August 1981 issue of "PARTICIPATION" featured the Sunshine Summer Use Plan. Four land use alternatives and a number of management options were presented. These options identified management techniques for the control of pedestrian traffic in the area.

We asked for your response to both the land use alternatives and management options. Although public response was low, those comments we did receive were useful to the team in formulating a Recommended Plan.

The authors of several submissions objected to Sunshine Village's degree of involvement in the planning program. Parks Canada responded by acknowledging Sunshine Village's initiative in the program as an innovative example of co-operation between Parks Canada and a lease hold operator.

The input chart which summarized the public responses, was mailed out in April of 1982. A brief summary of these responses is provided below:

Trails

- it was recommended that no new trails be constructed.

Interpretation

- operation of the Standish chair was favoured, because of the interpretative opportunities provided.
- development of any facilities outside of the village area was opposed.
- a year around interpretive program was recommended.

Visitor Management

- support was expressed for the limited control option (through informing and educating visitors), all control measures should be in place prior to commencement of summer operations.

Environmental Impact

- facilities associated with summer use should be located in the village complex.
- development of facilities on Goat's Eye, (related to the summer operation) was viewed as a potentially serious source of impairment.

Plan Objectives

- some scepticism of the plan objectives was expressed, if the economic viability of operation were to receive precedence.

Lift Alternatives

- no chairlift operation (Alternative 1) was favoured. There was strong opposition expressed for operation of the Goats Eye Chairlift.

Other Concerns

- related to 1) access for senior citizens and physically handicapped; 2) monitoring of visitor use, and 3) environmental conditions.

The Recommended Plan Stage

The planning team reconvened late last winter (Jan. '82) to review the public comments, the results of on-going environmental investigations and additional information gathered as part of the planning program. This review provided the basis for the development of a recommended plan.

A summary of this Recommended Plan was presented in a spring "Participation" supplement. The plan provides opportunities for visitors to ride the gondola to the village complex at Sunshine. At the village a variety of visitor services would be provided. A network of trails would be upgraded to allow visitors to walk through the area without causing undesirable resource impacts. A variety of measures to control and monitor visitor use were outlined. Specifically, it was recommended that the most effective management approach was to inform and educate visitors about the fragility of the area and to request their co-operation in its protection. Implementation of this approach requires the development of a comprehensive interpretive program.

The Recommended Plan provided for a phased implementation of its various components. Phase I was a proposed interim stage which would have allowed carefully controlled use to occur in the summer of 1982. Sunshine Village subsequently decided, however, not to operate any facilities this summer. Phase II contained the critical elements of the long-range plan. This phase did not provide for the operation of any chairlift. The third phase provided for the future operation of the Standish chairlift, subject to a number of conditions and controls.

Few public comments were received by Parks Canada on the Recommended Plan. The public response was generally favourable although several authors objected to the possible future operation of the Standish Chairlift.

The Final Plan Stage

Minor modifications to the plan were made following both public and internal review. At present, the resulting plan is awaiting final review before printing. While the final plan will not be presented for further public comment, copies will be made available upon request to Parks Canada.

The following reports are available on the summer use planning program.

1. Parks Canada. 1981. "Sunshine Summer Use Plan", PARTICIPATION NEWSLETTER. (August 1981)
2. Parks Canada. 1982. "Public Input Chart: Sunshine Summer Use Plan, Alternative Concept Stage".
3. Harrison, G. "Environmental Impact Assessment for Winter and Summer Recreation on Eagle (Goats Eye) Mountain". Parks Canada, Natural History Research Division. (Printed version to be available shortly).
4. Parks Canada. 1982. "Sunshine Summer Use - Recommended Plan", PARTICIPATION SUPPLEMENT. (March 1982)

Copies of these reports are available from the public Consultation Co-ordinator, Parks Canada.



Hydro-electric Catchment Basin Glacier National Park

A proposal to upgrade the catchment basin at Rogers Pass in Glacier National Park has been submitted by the Northlander Motor Lodge. Presently, the electrical needs for the Motor Lodge are generated by the use of diesel power. Twenty to twenty-five thousand gallons of diesel is required annually. This system creates both a noisy operation and pollution emitted into the atmosphere.

The basin located on Connaught Creek in Rogers Pass provides water for domestic purposes and the fire fighting requirements of the Pass.

The proposal is to upgrade the catchment basin and to install a penstock line for a water driven turbine operation to provide hydro-electric power for the Lodge. This system would be backed up by the diesel system should water levels fall too low to operate the turbines.

The public response to the proposal has not been very active. Parks Canada has given favourable consideration to the proposal, however, a final decision remains to be made. Public concern has been with respect to financial aid for the installation; whether the proposed system is to provide all the park's electrical requirements; and the possibility of joining into the electrical grid system that would surely accompany the proposed C.P.R. tunnel development.

A final public consultation program was conducted on July 10. Notice of the sessions was forwarded to all those who responded to the initial presentation of the proposal. The public session included both a meeting and a field trip into the area. A summary of the field trip will appear in the next volume of Participation.

Highway Twinning Phase II - Banff Circle to Sunshine Turn-off

The proposal to twin the Trans-Canada Highway from the Banff traffic circle (km 13) to the Sunshine Ski Area turn-off (km 27) has been subjected to public hearings. Approval for the twinning of the first 13 km of the highway was granted in 1981.

Public hearings were conducted under the sponsorship of the Federal Environmental Assessment Review Office (F.E.A.R.O.). The majority of concerns raised by intervenors related to broad issues of planning, management and transportation needs in and around Banff National Park. Specific environmental issues of Phase II included wildlife and terrain impacts. There was considerable discussion regarding the phased approach to twinning the highway.

Public information sessions were conducted in Calgary and in Banff to allow the public an opportunity to gather information to prepare written briefs and to prepare for discussion meetings with the Environmental Assessment Panel. Six major groups, two government agencies and 37 individuals attended these sessions. As a result four major groups, two government agencies and three individuals submitted written briefs.

Public hearings were conducted in Calgary and Banff during January 1982. Presentations to the Environmental Assessment Panel were made by six major groups including students from the Faculty of Environmental Design, University of Calgary. Three government agencies responded including Parks Canada. Formal presentations were made by thirty-five interested individuals.

Following the hearings the panel has recommended further studies by Parks Canada, Public Works and Transport Canada. With regard to specific environmental impacts the need to eliminate ungulate kills on the highway and the reclamation of disturbed areas was addressed. Fencing, one-way gates, and properly located and designed over and under passes were recommended. Special attention is to be given to the slopes above the Vermilion Lakes due to unstable soil conditions, potential loss of Douglas fir trees, revegetation problems, and the use of retaining walls. The Panel also recommends monitoring and evaluation of the effectiveness of the mitigating measures established as conditions for the project to proceed.

The Panel's review has led to the conclusion that there is a demonstrated need for twinning from km 13 to the junction with the Bow Valley Parkway (km 23) and that this could be environmentally acceptable provided certain conditions are met. The Panel has recommended that construction of this section be accelerated. The twinning of the section km 23 to km 27 is to be postponed until Parks Canada and Public Works have resolved that a satisfactory evaluation has been carried out on the effectiveness of the Bow Valley Parkway to relieve congestion on the T.C.H., and whether the proposed modifications of this section are compatible with overall highway requirements in the Park.

The foregoing is a very brief summary of some of the Panel's recommendation. For a full and complete copy of the report you may contact:

Federal Environmental Assessment Review Office
200 Sacre-Coeur Blvd.
Hull, Quebec
K1A 0H3



T.C.H. West of Mt. Norquay Turnoff
Photo by Jim Rouse

Yearly Meeting, D.O.E.

The Department of Environment Policy for Public Consultation and Information Availability was announced by Hon. John Roberts, in October 1981. The policy directs that a meeting be conducted yearly both at the regional level and at headquarters. The purpose of these meetings is to "provide an opportunity for representatives of public interest groups, private interest groups, professional associations and for concerned individuals to exchange ideas and information with the department".

In response to the policy a regional committee has been formed in the Western and Northern Region. Some work and planning has occurred to get the program under way.

The regional annual meeting will occur on September 26, 1982 — meeting time is set for 1:30 pm. The meeting place will be at the Northern Research Centre, 5320 - 122 Street, Edmonton.

Discussion topics have not been definitely set. Groups and organizations are being canvassed to determine the topics of most concern. A strong indication from the environmental groups working directly with D.O.E. Region is the topic of "Toxics". Park oriented environmental groups and park user groups are encouraged to respond to the invitation to suggest topics for discussion.

Travel assistance to aid group representatives to travel to attend the yearly meetings is now available. Travel funds are limited and can only be applied to direct transportation costs. Financial restraints by government will require that funds available to the department for transportation expenses be limited to a fixed amount per annum. The amount of these funds may be modified in accordance with government fiscal circumstances.

All responses with regard to agenda topics or inquiries with regard to transportation assistance should be directed to:

Public Consultation Co-ordinator
Western and Northern Region
Environment Canada
#804, 9942 - 108 Street
Edmonton, Alberta
T5K 2J5

Mailing Lists

We have had some complaints over the past six months with regard to mailing. Members of the public have not automatically received some of the information being produced by Parks Canada for public distribution.

We have had to change our mailing approach somewhat for a number of reasons. Firstly, we are using a mailing list of over 8000 names. We have made numerous attempts to regionalize the list to allow contact with the public most immediately affected. This has helped in cutting both our printing costs and also our mailing costs; however, we have no way of knowing whether the information was received or was of interest.

Our final adjustment was to require a response to a mail-out. We have therefore developed a "Preferred List". This list includes all the major associations and groups who have consistently responded to park oriented activities, all Members of Parliament, all members of Alberta and B.C. Legislative Assemblies, and all individuals who have responded on a mailing-list form.

Unfortunately some people have been dropped from the mailing list, because they did not respond.

One of the major effects of the present system is that we have cut the "wrong address", "moved - address unknown", "unclaimed" returns to approximately 2 per cent from approximately 20 per cent previously.

We are sure you can understand the need to get better control of the mailing costs, which are substantial in any case. We are sorry to miss people who are interested and are prepared to make comment, however, this can be overcome if the public will co-operate in letting us know who they are and provide us with an accurate mailing address. Write in, phone in, or use the form provided on the last page of this Newsletter.



Public Consultation Mailing Lists

1. If you are NOT already on the mailing lists for the following projects and wish to receive the information, please indicate (✓).

- () Four Mountain Parks Management Plan
- () Lake Louise Ski Hill Planning
- () Marmot Basin Ski Hill Planning

2. Please indicate if you are interested in the upcoming programs.

- () Mt. Norquay Ski Hill Planning
- () MacKenzie-Grease Trail Planning
- () Elk Island National Park.

Return to:

Parks Canada
#520, 220 - 4 Avenue S.E.
Box 2989, Station "M"
Calgary, Alberta
T2P 3H8
Attn: Public Participation

NAME: _____

ADDRESS: _____

POSTAL CODE: _____